AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

Claims 1-13 (cancelled).

14. (New) A method for setting a desired longitudinal deceleration or longitudinal acceleration in a vehicle, comprising:

setting the desired longitudinal deceleration or longitudinal acceleration using a first mode at vehicle longitudinal speeds above a limiting value; and

setting the desired longitudinal deceleration or longitudinal acceleration using a second mode at vehicle longitudinal speeds below the limiting value.

15. (New) The method as recited in claim 14, wherein the first mode includes:

establishing, on the basis of a wheel speed of at least one wheel, one of an actual longitudinal deceleration or an actual longitudinal acceleration;

varying the at least one of the actual longitudinal deceleration or the actual longitudinal acceleration until it corresponds to a desired longitudinal deceleration or a desired longitudinal acceleration, respectively.

16. (New) The method as recited in claim 14, wherein in the second mode a desired longitudinal deceleration is set by establishing a setpoint brake pressure for at lest one wheel brake cylinder, and setting the desired longitudinal deceleration based on the established setpoint brake pressure.

17. (New) The method as recited in claim 16,wherein the establishing of the desired longitudinal deceleration further comprises:

establishing an actual brake pressure of the at lest one wheel brake cylinder; and

varying the actual brake pressure until the actual brake pressure corresponds to the setpoint brake pressure.

18. (New) The method as recited in claim 17, wherein the setpoint brake pressure is established from information and at least one part of the information is established in an operating state of the vehicle in which the vehicle longitudinal speed is greater than the limiting value (v0).

19. (New) The method as recited in claim 18, wherein during an operating state of the vehicle in which the vehicle longitudinal speed is greater than the limiting value, an actual longitudinal deceleration and the actual brake pressure are detected at least at one point in time, and in the operating state, the setpoint brake pressure is established on the basis of the detected actual longitudinal deceleration, the actual brake pressure, and the desired longitudinal deceleration.

20. (New) The method as recited in claim 19, wherein the operating state of the vehicle in which the vehicle longitudinal speed is greater than the limiting value and in which the actual longitudinal deceleration and actual brake pressure are detected are distinguished in that a road surface has no significant inclination in a direction of travel.

21. (New) The method as recited in claim 14, wherein in the second mode, a desired longitudinal acceleration is set by:

establishing a setpoint engine torque; and

setting the desired longitudinal acceleration based on the established setpoint engine torque.

22. (New) The method as recited in claim 21, wherein the setting of the desired longitudinal acceleration further includes:

establishing an actual engine torque; and

varying the actual engine torque until the actual engine torque corresponds to the setpoint engine torque.

23. (New) The method as recited in claim 22, wherein the setpoint engine torque is established from information and at least one part of the information is established in an operating state of the vehicle in which the vehicle longitudinal speed is greater than the limiting value.

24. (New) The method as recited in claim 23, wherein during an operating state of the vehicle in which the vehicle longitudinal speed is greater than the limiting value, and actual longitudinal acceleration and the actual engine torque are detected at least at one point in time, and in the operating state, the setpoint engine torque is established based on the detected actual longitudinal acceleration, the actual engine torque and the desired longitudinal acceleration.

25. (New) The method as recited in claim 24, wherein the operating state of the vehicle in which the vehicle longitudinal speed is greater than the limiting value and in which the actual longitudinal acceleration and actual engine torque are detected are distinguished in that a road surface has no significant inclination in a direction of travel.

26. (New) A device for setting a desired longitudinal deceleration or longitudinal acceleration in a vehicle, comprising:

a first arrangement configured to perform a first method for setting the desired longitudinal deceleration or longitudinal acceleration, at vehicle longitudinal speeds above a limiting value; and

a second arrangement configured to perform a second method for setting the desired longitudinal deceleration or longitudinal acceleration, at vehicle longitudinal speeds below the limiting value.